



Servo Chatter

November 2021 ISSUE



2022 Renewal forms were mailed Oct 19th!

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Happy Thanksgiving!



President's Column



Greetings Tomcats,

Since the last newsletter, the new access road located off of Highway 101 and Coyote Creek Golf Drive has been open to SCCMAS members 7 days a week, 8AM to sunset. Opening weekend back in June was a success, with SCCMAS members reuniting, and enjoying their passion, flying R/C models. Once again the SCCMAS members can enjoy our flying facility. This has been a long and tough journey for the SCCMAS (including myself) since the 2017 road closure. With the new entrance road, came a change in protocol, which requires each SCCMAS member to lock the gate after entering and leaving. This protocol is in place to restrict road use access to SCCMAS members and emergency vehicles only. As a reminder the entrance gate cannot remain open per Parks' requirements.

Use of our inner gate is in effect. This means the first member in will open the field inner gate (lock combo is the same as the entrance gate). and the last member leaving will lock the inner gate. If you are the last person leaving the field anytime during the day, lock the inner gate. Do not assume others will be flying after you leave. This has been the practice for the past 35 years. The SCCMAS has restored the public bathroom service and trash service. We are looking for volunteers to empty the trash barrels on a regular basis. If you see a full trash barrel, empty it in the dumpster. This is your field, keep it clean!

2021 members should have received a renewal package. The 2022 renewals fees have return to the normal annual fee schedule. Renewal fees: \$120 Open, \$90 seniors (age 61 and above), \$50 juniors (age 19 and below). As part of the renewal package, read the enclosed cover letter and AMA/field rules carefully. These rules are in place to provide SCCMAS members and bike path visitors a safe and enjoyable experience. Before mailing your renewal, include a check with the correct renewal fee amount, verify your information on the form (email, phone number, etc.), initial the boxes on the front page, sign the back page of the form. Include a copy of your AMA card covering the period January 1 2022 through December 31 2022. We do not accept AMA covering a partial year. All membership-renewal forms must be mailed to the address on form! In person or emailed forms will not be accepted. If you have any questions regarding your renewal email us at renewals@sccmas.org .

Events; All on-site events for 2022 are postponed. We are planning to host several off-site events in 2022 including the swap meets. Contact Eric at contests@sccmas.org for more information.

In closing, welcome back and have a fun time flying.

See you at the field,

Steve

From the Editor's desk

Interim Newsletter Editor - Michael Luvara

Hello Tomcats -

Welcome again to another issue of Servo Chatter. I have to say, it's been a great opportunity to be back at the field with everyone. Not only flying, but just to see so many friendly faces. There's something to the human aspect of being together. It's no surprise that covid made that even more apparent.

While the field was closed, I didn't do a lot of R/C flying. To that point, we all get rusty and have to come up to speed on the ever changing technology in the hobby. I work in a flight test department by day with both manned and unmanned aircraft. In both a professional and hobby environment, checklists are the core of operating an aircraft. Throughout my 30+ years of R/C, I have prided myself on taking all the proper pre-flight checks, precautions, etc. Well, I'll humble myself and say that the one time I didn't double check things bit me on one of the first weekends the field was open. After several flights of various models, My brother handed me the transmitter for his T-33 and I proceeded to takeoff with the wrong model selected. How? I got complacent. The radio was a 72MHz unit with a 2.4GHz add-on module plugged into the transmitter, thus it does not verify the aircraft model like modern integrated radios. So, you guessed it, the ailerons were reversed because it was on the wrong model. How I didn't see that when I preflighted the aircraft and checked the controls is beyond me. But, as the saying goes with our full scale counterparts - Trust, but Verify. I didn't do that. I assumed it was on the right model and went flying. I paid the price (literally) because I was on the internet the next day ordering my brother a new T-33. Please take the time to pre-flight, do safety checks, and verify your aircraft/components are in good working order. I was firmly reminded of not letting your guard down and ate humble pie in the process. Word has it that one of my nephews often talks about "*the day uncle crashed daddy's airplane*".



As I mentioned in the previous newsletter, we are looking for a newsletter editor to take over regular publication of Servo Chatter. My intent is to get this going again and I believe that it is good to have some new talent come in and manage this. While we are often inundated by communication and email, there is something to be said about a simple club newsletter. Contact me if you are interested. I have to say, since it's all digital, you've got an easier job than it used to be back in the day! Managing the printing, labeling, stamping, etc of the newsletter was quite the task.

I would like to remind everyone about the AMA/FAA rules we need to abide by. Did you know that you need to put your AMA and FAA Drone ID on your aircraft? Did you know that you have to complete the AMA The Recreational UAS Safety Test (TRUST) safety test? <https://trust.modelaircraft.org/>

See page 6&7 of the newsletter for more details

mike@sccmas.org



From the Archives

Note: This was originally written and printed in 2003

Lessons For a New RC Flier

By Tim Jones

This hobby, or sport if you will, has just been a kick for me. I'm fairly new to flying Radio Controlled model aircraft. I'd built and destroyed several control line planes as a youngster. The most recent when I was 22, a youngster compared to my present age.

Getting into this hobby at the RC flying level was a bit of a jump. When I was a youngster, Radio Control was the ultimate plateau. Now I'm in it. I started hanging around the SCCMAS field around the early part of 2002. Done playing with hot rod cars, my kids nearly grown, my house virtually rebuilt, I was looking for something to entertain me. I tried golf. It's entertaining at the time I'm playing the game, but, that's about all. Hunting took too much planning, preparation and driving. I decided the flying field was it. I was buying a plane, an AMA card and a club membership.

From that day on, I've had a great time. My choice was a Hobbico Avistar. I ordered everything at the same time, on the same day. Ready to Fly airplane, AMA membership (by Fax), and a club membership. I scared up some of my old glow fuel supplies and went to Sheldon's to get a few more. When my plane arrived, I was as excited as the day I got my learner's permit to drive. This was going to be great. I had my AMA faxed confirmation, my new untried club card and a new airplane. The lessons were about to begin.

The first lesson I learned, those who fly model airplanes will teach someone else to fly model airplanes. All those who fly have their own way of teaching others. All are helpful.

The second lesson, gravity is constantly working against you. I personally feel that gravity is unfairly biased against the new flier. (Reggie doesn't get his fair share of gravity.)

Third lesson, propellers are very hard on human flesh. A starting stick of any kind is better than your finger. And of course, the electric starter is the best way to go.

Lessons two and three lead to a whole new book of lessons. These lessons include propeller replacement, application of band aids and sometimes an enhancement to one's vocabulary of words you don't say around mom. Also included are impromptu lessons in small wood parts fabrication and reinforcement. Lessons in gluing these fabricated and reinforced parts together. Lessons in removing one's glued fingers from these glued parts assemblies. Lessons in applying covering material. These may be large or small lessons, depending on your share of gravity for the previous day. I've seen some lessons demonstrating techniques in tree climbing of all things! The possibilities for lessons for the beginner are endless.

From the Archives (con't)

Note: This was originally written and printed in 2003

Lessons For a New RC Flier (con't)

One of my personal favorites is the lesson of sharing your learning experiences with a group of new friends and enjoying a good laugh with these friends sometimes at your own expense. Damn, this is fun. And we won't even go into the first introduction to racing. That can make you laugh hard enough to hurt yourself.

I'd like to see a few lessons presented at a group level, such as a club meeting or a notified day at the field. I'd like to see some beginner lessons presented. Examples? How about a demonstration for beginners for the uses of various glues and accessories. Like glues or bonders if you will, debonder, accelerator or kicker. Epoxies and additives for fillers and strengtheners. Cleanup tips for both. How about a little talk for propeller selection. Balancing of propellers. Differences or effects of pitch, diameter and blade profile selection. Glow plugs? What's the difference? Battery care? Maybe a covering demonstration. How about adding trim and detailing to your covering. Balancing of planes. How about a demonstration at the field for various maneuvers to learn?

These are just a few thoughts I have. I've gotten a few answers. I've shared a few discoveries. I'm still working on that gravity thing. I sense more laughter coming. From one beginner and maybe several others, thanks for the lessons Tomcats, and keep sharing.



AMA/FAA News

Please note that some of this may be new to you...

In addition to your SCCMAS Membership, you need:

- A current AMA membership
- An FAA Small UAS Certificate of Registration
- Place FAA registration number on your aircraft
- Complete the AMA TRUST test

The Recreational UAS safety Test (TRUST)

<https://trust.modelaircraft.org/>

FAA Drone Zone Website for Small UAS registration

<https://faadronezone.faa.gov/#/>

<https://amablog.modelaircraft.org/amagov/2021/05/11/update-to-faa-drone-zone-registration-and-renewal-process/>

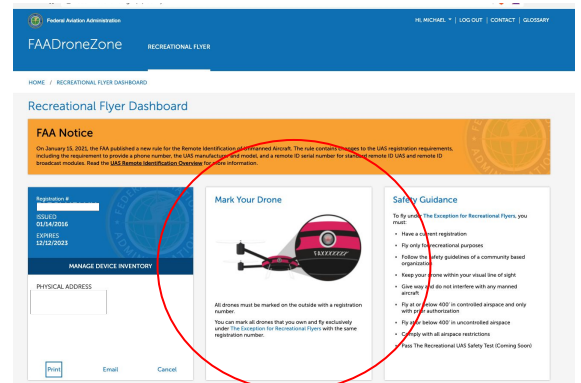
FAA Recreational Rules: https://www.faa.gov/uas/recreational_fliers/

[Advisory Circular AC 91-57B](#)

[AMA Safety Code](#)

AMA Know Before You Fly <https://www.modelaircraft.org/know-you-fly>

FAA Drone Zone Website



Mark Your Drone



All drones must be marked on the outside with a registration number.

You can mark all drones that you own and fly exclusively under [The Exception for Recreational Flyers](#) with the same registration number.

Example FAA Small UAS Certificate of Registration



Federal Aviation
Administration

Small UAS Certificate of Registration

REGISTERED OWNER: YOUR NAME HERE

REGISTRATION NUMBER: XXXXXXXX

ISSUED: 01/14/2016

EXPIRES: 12/12/2023

This Small UAS Certificate of Registration **is not an authorization to conduct flight operations** with an unmanned aircraft. Operators of unmanned aircraft must ensure they comply with the appropriate safety authority from the FAA. To operate as a recreational flyer, a person must meet all of the statutory conditions of the exception for limited recreational operations of unmanned aircraft (49 U.S.C. 44809). Persons who do not meet all of the statutory conditions may not operate under the statutory exception for limited recreational operations of unmanned aircraft.

To fly under the exception for recreational flyers you must:

- Have a current registration
- Fly only for recreational purposes
- Follow the safety guidelines of a community based organization
- Keep your drone within your visual line of sight
- Give Way and do not interfere with any manned aircraft
- Fly at or below 400' in controlled airspace and only with prior authorization
- Fly at or below 400' in uncontrolled airspace
- Comply with all airspace restrictions
- Pass The Recreational UAS Safety Test (Coming Soon)

This Small UAS Certificate of Registration **is not an authorization to conduct flight operations** with an unmanned aircraft. Operators of unmanned aircraft must ensure they comply with the appropriate safety authority from the FAA. To operate as a recreational flyer, a person must meet all of the statutory conditions of the exception for limited recreational operations of unmanned aircraft (49 U.S.C. 44809). Persons who do not meet all of the statutory conditions may not operate under the statutory exception for limited recreational operations of unmanned aircraft.

For U.S. citizens, permanent residents, and certain non-citizen U.S. corporations, this document constitutes a Certificate of Registration. For all others, this document represents a recognition of ownership.

To fly under the exception for recreational flyers you must:

- Have a current registration
- Fly only for recreational purposes
- Follow the safety guidelines of a community based organization
- Keep your drone within your visual line of sight
- Give Way and do not interfere with any manned aircraft
- Fly at or below 400' in controlled airspace and only with prior authorization
- Fly at or below 400' in uncontrolled airspace
- Comply with all airspace restrictions
- Pass The Recreational UAS Safety Test (Coming Soon)

What are the Rules for Recreational Flyers?

The Exception for Limited Operation of Unmanned Aircraft ([USC 44809](#)) is the law that describes how, when, and where you can fly drones for recreational purposes. Following these rules will keep people, your drone and our airspace safe:

1. Fly only for recreational purposes (enjoyment).
2. Follow the safety guidelines of an FAA-recognized Community Based Organization (CBO).
Note: We have not yet begun officially recognizing CBOs. Recreational flyers are directed to follow the safety guidelines of existing aeromodeling organizations or use the FAA provided safety guidelines per [Advisory Circular 91-57B](#).
3. Keep your drone within the visual line of sight or use a visual observer who is co-located (physically next to) and in direct communication with you.
4. Give way to and do not interfere with manned aircraft.
5. Fly at or below 400' in controlled airspace ([Class B, C, D, and E](#)) only with prior authorization by using [LAANC](#) or [DroneZone](#).
6. Fly at or below 400 feet in Class G (uncontrolled) airspace.
Note: Flying drones in certain airspace is not allowed. Classes of airspace and flying restrictions can be found on our [B4UFLY](#) app or the [UAS Facility Maps](#) webpage.
7. Take The Recreational UAS Safety Test (TRUST) and carry proof of test passage (coming soon).
8. Have a current [registration](#), [mark](#) (PDF) your drones on the outside with the registration number, and carry proof of registration with you.
9. Do not operate your drone in a dangerous manner. For example:
 1. Do not interfere with emergency response or law enforcement activities.
 2. Do not fly under the influence of drugs or alcohol.

Individuals violating any of these rules, and/or operating in a dangerous manner, may be subject to FAA enforcement action.

For more information, read [Advisory Circular 91-57B](#).

Not sure what type of a drone user you are? [We can help you!](#)

Check our [website](#) for the latest updates or follow us on [social media](#) for the latest news.

Treasurer's Report

Jim Patrick



To join SCCMAS you may download a membership application on sccmas.org. Be sure to fill out both pages of the form. Because we did not open until recently, the amount due for 2021 will be half of the listed amount. That will cover you to the end of this year. For those who paid the full amount, I will send you a partial refund.

At the end of the year, current members will receive a renewal form for the year 2022. Fill out both pages. The amount you pay will be listed on the renewal form and it will be for the entire year of 2022. Please include a copy of your AMA insurance that is good for the entire year of 2022. If your AMA is not for all of 2022 you will have to update your AMA to cover the entire year.

If you have questions, please call me at 408 356 0817. You may leave a message including your phone number. I will return your call.

Jim Patrick
Treasurer

Membership

Tim Jones



With the field being more accessible via the new road, we're getting many new members. Some are renewing from as far back as ten years ago. We continue to chase getting proper safety sign-offs completed on some members who may not have gotten this small detail done. Keep in mind, if there is a "Red-X" on your card, you are not officially cleared to fly at the field without accompaniment. While the apparent purpose is to indicate that one can operate his or her aircraft safely, the most important purpose is to show that you have been informed of the general rules for operating at the facility, for both courtesies and safety for others. It is a simple matter to get this formality taken care of. Please help us in getting this done for you. Most any Weekend Day, there will be someone at the field authorized to get this checkout and review done for you. Once done, I'll send you a new card.

Reopening Day/Weekend went really well. The field was extra active. It was and continues to be great to see friends again. Many, I haven't seen for more than four years. Many times I go to the field just for the "Get out of the house" social time. The plane often won't get out of the car. I really missed that over the years.

Continued....

Membership Continued....

Let's add something here that's not officially "Membership", but probably more membership-ish.....

While the newsletter is an information platform, it is also a social platform. As such, it is a place to share stories and information. A place to potentially present questions. A place for Show and Tell. Maybe ask a "How?" question in a note to the editor. We can create a page and maybe get a "How To" from someone to share in the next newsletter or club meeting. Send in a picture of something you might have seen or what you might be building. Maybe share a story of a memory made at the field, or somewhere else in the hobby.

I have written and presented several writings in the past. And to maybe get things going here again, I have presented one of my earlier writings elsewhere in this publication. I had fun writing these, and I'll get them in again over the next few publications. I hope they'll tickle you a bit, and maybe you too will have something similar to share.

I welcome your comments, and look forward to again seeing you all at the field.

Tim

2022 renewal forms for 2021 Members are in the mail, as of Oct 19th!!

A note of gratitude from the Bayside R/C Club

"On October 30th the Bayside club hosted our annual RC auction. Although the turnout was smaller than previous years, we still had a significant number of buyers and sellers. This event would not be as successful without the help of many individuals from the RC community who donated their time and efforts. There were a number of members from other RC clubs who did just that. The Bayside club would like to give a big shout out and thanks for the help they provided throughout the entire event.

Bayside RC club: Mike West, Phil Cole, John Daskaloff, Nick Gould, Jim Brown, James Sorenson, Jack Sorenson, Alex Goddard, Micah Stroud, Dave Neves

SCCMAS: Eric Sander and Roger Pellor

PCC: Jeff Obertelli and Dave Santana

Gold Country Flyers: Tom Minger"

Field Safety

Tim Stahlke
Covered by Tim Jones for
this installment



Fixed Wing Training Coordinator

Peter Vogel



Safety and/or Proficiency Certification


As mentioned before, and elsewhere in this newsletter, if you have a “Red-X” on your member card, you are not cleared to fly at the field without supervision. This may be due to one being a new pilot in training, or a new member who has not yet been certified by an authorized representative of the SCCMAS.

To get this done, a new flier must be presented with and meet the following criteria by an authorized representative:

- Review of SCCMAS Rules
- Explanation and overview of the facility benefits and limitations
- Explanation of flight boundaries
- Review and explanation of safety rules, related to start-up areas, pit areas, taxiways, runway, and flight line.
- Review of verbal active runway announcements
- Runway flight courtesies
- Security information and practices
- Demonstration of safe operation of flight craft of choice, whether fixed or rotary wing, with main focus on keeping craft in the designated flight areas.
 - Part of this demonstration will be to “Complete three successful landings and takeoffs, and three successful approaches downwind (opposite direction) on the same day with the same aircraft, with no mishaps”.

When the above is completed, either a proficiency certification form will be completed, or the proficiency certification signoff can be completed on the bottom of the new member application form. Once completed, a new card will be issued, replacing the “Red-X” with either the Tomcat logo, or a picture, if provided.

A form for proficiency certification from Santa Clara County Model Aircraft Skypark, Inc. It includes fields for Pilot Name, Address, City, State, Zip, and AMA #. It contains a statement of completion and checkboxes for the pilot's name and AMA #. It also provides instructions on how to use the certificate and the address for mailing the form.


Santa Clara County Model Aircraft Skypark, Inc.
Proficiency Certification

Pilot Name: _____
Address: _____
City, State, Zip: _____
AMA #: _____

I have witnessed the above named person (pilot) to have completed three successful landings and takeoffs and three successful approaches downwind (opposite direction) on the same day with the same aircraft and no mishaps. In addition, I have reviewed with the pilot the club rules and flight boundaries depicted as the red zones.

Check Pilot Name: _____
Check Pilot AMA #: _____
Date: _____

Attach a certificate wings sticker to the member's current SCCMAS membership card. Student receives yellow copy and white copy should be mailed to:
SCCMAS, 16345 W LaChiquita Ave, Los Gatos, CA 95032

Rev 012010A

Continued..

Field Safety, Continued...

These are very important steps for all to be aware of. These steps help ensure the safety of all members and visitors to our facility. Additionally, these steps are necessary to ensure that all are aware of and participating in the combined effort to maintain our use of this land and facility with the Santa Clara County Parks Department.

Feel free to direct questions to any of the management or administration email addresses.


Regards,

Tim Jones, on behalf of Tim Stahlke and the SCCMAS Board

AMA Safety Handbook

<https://www.modelaircraft.org/sites/default/files/documents/100.pdf>





Thrust to Weight Ratio

Glenn Research Center

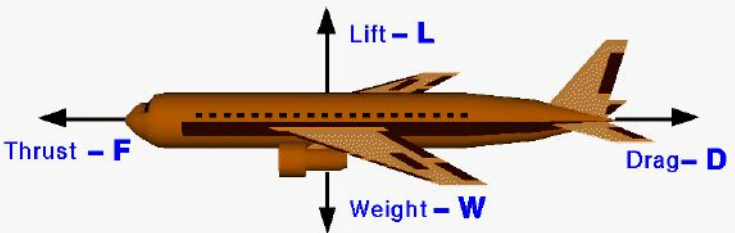


Diagram illustrating the forces acting on an aircraft:

- Lift - L (upward arrow)
- Weight - W (downward arrow)
- Thrust - F (leftward arrow)
- Drag - D (rightward arrow)

$$\frac{F}{W} = \frac{\text{Thrust}}{\text{Weight}} = \frac{m a}{m g} = \frac{a}{g}$$

High F/W = High Acceleration = High Climb Rate
F/W > 1.0 can accelerate vertically.

[NASA Glenn Research Center](https://www.nasa.gov/glenn-research-center)

UAS Safety Reporting

From NASA's Aviation Safety Reporting System



CONFIDENTIAL. VOLUNTARY. NONPUNITIVE.

Anyone involved in UAS operations can file a NASA ASRS report to describe close calls, hazards, violations, and safety-related incidents

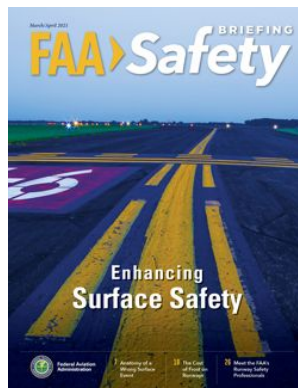
Submit UAS Report Form
(e.g. Link, File, Video, Observations, & Other Data)

The immediate action of NASA's or NASA's contractors' operations is not subject to the ASRS reporting process.



March/April 2015

FAA Safety BRIEFING



Enhancing Surface Safety

- 1. Enhancing Surface Safety
- 2. The Role of the Pilot
- 3. Maintaining the Safety of the System

Credit: Walter Colby via Youtube

<https://www.youtube.com/watch?v=BmpVJ54ndts>
<https://www.youtube.com/watch?v=Fbfb7ZKqyDQ>

[UAS Reporting System](#)

[FAA Drone Safety](#)

[FAA Safety Bulletins](#)

Good info for the R/C Pilot)

Field Maintenance

Jon Mattson



Hello fellow members,

Although the weather has been perfect, winter is coming so most of the bigger projects will be on the back burner for now. We will revisit them in the springtime. As far as a list of projects to be addressed, there isn't really an official one. There are several areas that do need attention. For now, it will just be basic maintenance to keep us going through the months ahead. If you encounter something that needs a simple repair take it on yourself and do the repair (you don't have to always ask Steve, use your better judgement to assess the effort). More involved items that need attention please contact me at Jonny9R@aol.com.

The SCCMAS is a volunteer organization and relies on help from the members as it has for the past 35 years. I do have a few people who are willing to help out when called upon, but we can always use more. I would like to see more people stepping up to help, especially if you are at the field frequently. If you are someone who would like to work on basic maintenance and help at the field, please let me know. You can reply to the e-mail address above or see me at the field. In addition, I have been getting out to fly at the field on Sundays between 9:00 and 1:00 or so.



Contest Coordinator

Eric Sander



Club events are an important part of our hobby. Attending is fun way to interact with fellow club members and other modelers. Typically we have two swap meets a year and various other events. Because of restrictions on having outside guests to the field, the swap meets will be at Wings Of History. We are working on having some sort of inter club fun fly, stay tuned, the details on that are still being worked out.

Swap meets are a great place to get good deals on hard to find models. They can be a hobby to themselves. With the hunt for the best deal or rarest kit being the goal. Failure or success is not judged, negotiating for that deal or prize is all part of the fun. There is no need to buy or sell just come out have coffee and donuts with us, it costs nothing to just stop by. And you never know who you will run into.



SCCMAS Scenes - Opening Day



SCCMAS Scenes - Opening Day (con't)



SCCMAS Scenes





Servo Chatter is published several times annually by the SCCMAS "Tomcats" radio control club located in Morgan Hill, CA. Views expressed in Servo Chatter are those of the writers. They do not necessarily represent the views of the club, its members, or officers. Mention of any product, material, or service shall not, nor is it intended to, imply approval, disapproval, or fitness for any particular use. The SCCMAS is a non-profit organization. Permission is granted to reproduce anything printed in Servo Chatter as long as the source and author are credited.



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